

**Amendments to the Specification:**

Please replace paragraph [0047] with the following amended paragraph:

[0049] The present application is related to co-pending Application No. 10/762,837, filed on January 22, 2004, entitled SOLENOID WITH NOISE REDUCTION, now issued U.S. Patent No. 7,221,248, the present application is also related to co-pending Application No. 10/799,111, filed on March 12, 2004, entitled SHIFTER WITH GEAR POSITION INDICATOR, the entire contents of each of which are hereby incorporated by reference.

Please replace paragraph [0050] with the following amended paragraph:

[0050] When electrically actuated, the solenoid 12 shifts the pawl 15 downwardly out of engagement with the shift gate 10, such that a user can rotate the shift lever 4 to a new gear position. **[[An]]** A manually movable operator input device or member such as a button 16 on shift knob 19 is electrically connected to a controller 20, such that a user pushes button 16, and controller 20 generates a signal to the solenoid 12 to thereby shift the pawl 15 out of engagement with the shift gate 10 to permit movement of the shift lever 4. Alternately, switch 16 could be connected in series with the brake and key circuit such that the button completes the circuit when depressed and actuates the solenoid. Also, other operator input devices such as small levers, slidable/rotatable members, switches, sensors, or the like could be utilized instead of button 16 to provide user input. A conventional mechanical cable 22 may be connected to the vehicle transmission 21 to provide for transmission gear position change upon movement of the shift lever 4. Alternately, an electrical signal corresponding to the position (e.g. PARK, NEUTRAL, DRIVE, etc.) of the shift lever 4 may be generated by sensors 40 in the shifter assembly 1 and transmitted to the controller 20 through an electrical line 23, such that the controller 20 then generates a signal that controls the

transmission 21 via electrical line 24. This electrical signal may be utilized by itself or in combination with the mechanical cable 22 to control the vehicle transmission.

Please replace paragraph **[0080]** with the following amended paragraph:

**[0080]**With further reference to Figs. 19 and 20, in another embodiment the shift gate 100 and solenoid 12 are configured to provide the detent function without use of a separate "rooster comb". Solenoid 12 includes a first member such as a connecting rod 102 operably connected with a spring 101. A pawl member such as roller 103 is mounted on the end of the rod 102, and is configured to engage the P, R, N, D, 3, gate positions 104. As illustrated in Fig. 20, when the solenoid 12 is not actuated the roller 103 will be biased into the position indicated by the line "H" by a spring 105 positioned within the solenoid 12. Upon actuation of the solenoid 12, the roller 103 shifts to the position indicated by the line "I". As the shift lever 4 is moved, the roller 103 will contact the angled end surface 106 of extension 107 and shift to the line indicated by the letter "J". As roller 103 travels along the angled surface 106, the external spring 101 is further compressed, thereby providing a detent function between each of the gear positions P, R, etc. However, when the roller 103 is in the fully extended position H within a gate position 104, the roller 103 restrains movement of the shift lever 4 due to contact with sidewalls 108 of extension 107. Thus, the shift gate 100 provides the detent function otherwise requiring a separate "rooster comb".